



# **PROPOSED DRAFT CITY OF SCOTTSDALE NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM**

## **GOALS**

1. Minimize the negative impacts of traffic in neighborhoods through the on-going monitoring and improvement of the overall transportation system.
2. Ensure that proposed land uses, and their associated travel demands, do not negatively impact surrounding and adjacent residential neighborhoods.
3. Protect Scottsdale's residential neighborhoods from "unwanted" traffic – defined as either:
  - (a) excessive vehicle travel speeds or;
  - (b) vehicles with an origin and destination outside the neighborhood or;
  - (c) excessive vehicle traffic volumes.
4. Increase the access, safety, comfort, and quality of life of non-motorized travelers, such as pedestrians and bicyclists, on and adjacent to neighborhood streets.
5. Balance the often conflicting needs of reducing traffic volumes and travel speeds, while maintaining short emergency vehicle response times.
6. Resolve the traffic concerns of a neighborhood without negatively affecting other citizens and neighborhoods.
7. Ensure broad-based citizen participation as an essential element in the development of a safe, effective neighborhood traffic management program.
8. Ensure prompt initial response to request, regular notification of project status, open communication with the neighborhood as to the status of each project, and expeditious resolution of resident concern.

## **OBJECTIVES**

1. The Neighborhood Traffic Management Program:
  - A. Is quantitative and qualitative,
  - B. Includes the consideration of worthy exceptions, (for example, streets with adjacent homes without direct access, streets with low traffic volumes and very high travel speeds, streets with high adjacent or crossing pedestrian traffic),
  - C. Recognizes the presence of other mitigating circumstances, (for example, streets near schools, parks, or other community amenities)
  - D. Enables the full breadth of public commentary, and
  - E. Includes formal review and written approval by the Fire Department, the Police Department, the local school district, and other potentially impacted departments or agencies.
2. The area affected by potential traffic calming devices includes residents of streets likely to experience traffic volume and travel speed increases of 10% or more due to traffic calming implementation.
3. The area to be notified for potential traffic calming devices should typically include residents of all streets within  $\frac{1}{4}$  to  $\frac{1}{2}$  mile of streets considered for traffic calming implementation.
4. Measurement of traffic volume and travel speed should occur before and after traffic calming implementation on streets within the affected area.



5. The Transportation Commission should be utilized as a resource to the Transportation Department and the residents.
6. The Transportation Commission should provide to the City Council their recommendation regarding proposed neighborhood traffic management projects with an accumulated capital costs exceeding \$20,000.

## PROCESS

The following three components of the neighborhood traffic management program help to achieve the goals and objectives:

- A. **Neighborhood Speed Awareness Program** – Implemented by the Citizen and Neighborhood Resources Department with cooperation from the Police Department and the Transportation Department, and utilizes education and enforcement strategies to reduce vehicle speeds.
- B. **Neighborhood Speed Hump Program** – Implemented by the Traffic Engineering Division of the Transportation Department, and involves only speed humps, which can typically be installed inexpensively and quickly, as a temporary or permanent measure.
- C. **Neighborhood Traffic Calming Program** – Implemented by the Transportation Department, with assistance from the Citizen and Neighborhood Resources Department, the Police Department, and the Fire Department, and involves a public decision process that may result in the installation of physical devices to reduce traffic volume and speed.

In addition, temporary or interim measures may be considered for neighborhoods when the process for permanent traffic calming may require more than twelve (12) months.

In addition, developers may include in their development proposal Neighborhood Traffic Management for nearby existing neighborhoods that desire Neighborhood Traffic Management.

The **Neighborhood Traffic Calming Program** process is:

1. Neighborhood Speed Awareness Program has been accomplished for street.
2. Resident(s) completes Traffic Calming Request Questionnaire.
3. City of Scottsdale measures traffic volume and speeds at one location on street.
4. If traffic volumes exceed 500 vehicles-per-day, and 50% of the traffic is exceeding 30 miles-per-hour, the street will be considered for traffic calming.
5. City of Scottsdale identifies affected area and notification area.
6. Resident(s) and City of Scottsdale discuss options and jointly determine process to discover Neighborhood Desire
  - A. City of Scottsdale schedules Initial Neighborhood Meeting
  - OR
  - B. Resident(s) circulates and submits petition

12 JULY 2006



## **IF NEIGHBORHOOD MEETING PROCESS IS SELECTED**

7. MEETING PROCESS City of Scottsdale notifies notification area.
8. MEETING PROCESS City of Scottsdale posts meeting notification signs and posts meeting information to available web listserv registrants.
9. MEETING PROCESS City of Scottsdale facilitates initial Neighborhood Meeting.
  - A. Residents explain their concerns.
  - B. City of Scottsdale explains types of Neighborhood Traffic Management including traffic calming devices.
    - I. Vertical Re-alignment
    - II. Horizontal Re-alignment
    - III. Closures – (least preferred device)
  - C. Residents indicate if they desire traffic calming and discuss their preferences.
  - D. If residents desire, solicit Working Committee – representing diversity of opinions – to assist evaluation and decision process.

## **IF PETITION PROCESS IS SELECTED**

10. PETITION PROCESS City of Scottsdale provides to resident(s): petition, information packet which contains a fact sheet, and maps of affected area.
11. PETITION PROCESS Resident(s) circulate and return petition.
12. PETITION PROCESS City of Scottsdale evaluates petition. Typically, 70% of the addresses within the affected area must indicate support for traffic calming devices (This draft document includes two potential petition formats).
13. PETITION PROCESS City of Scottsdale notifies notification area.
14. PETITION PROCESS City of Scottsdale posts notification signs.

## **BOTH NEIGHBORHOOD MEETING AND PETITION PROCESSES**

15. City of Scottsdale determines location and type of additional traffic data.
16. City of Scottsdale obtains necessary additional traffic data.
17. Traffic calming is generally appropriate for the following conditions.
  - A. Vertical Re-alignment (examples: raised intersections, split speed tables)
    - I. Street is planned for only one through paved motor vehicle lane per direction.
    - II. Street has direct residential access.

**12 JULY 2006**



- III. Street is 660 to 5,280 feet in length.
- IV. Street has 500 to 5,000 vehicles-per-day.
- V. More than 35% of the traffic is exceeding 35 miles-per-hour.
- VI. More than 25% of the traffic is exceeding 40 miles-per-hour.
- B. Horizontal Re-alignment (examples: traffic circles, intersection narrowing)
  - I. Street is planned for only one through paved motor vehicle lane per direction.
  - II. Street has direct residential access.
  - III. Street or route is 660 to 5,280 feet in length.
  - IV. Street has 500 to 20,000 vehicles-per-day.
  - V. More than 35% of the traffic is exceeding 35 miles-per-hour.
  - VI. More than 25% of the traffic is exceeding 40 miles-per-hour.
  - VII. More than 50% of the traffic is through traffic.
- C. Closures (examples: diagonal diverters, forced turn islands, median barriers)
  - I. Street is planned for only one through paved motor vehicle lane per direction.
  - II. Street has direct residential access.
  - III. Street or route is ½ to 2 miles in length.
  - IV. Street has 500 to 5,000 vehicles-per-day.
  - V. Adjacent non-residential routes can accommodate increased traffic.
  - VI. More than 35% of the traffic is exceeding 35 miles-per-hour.
  - VII. More than 25% of the traffic is exceeding 40 miles-per-hour.
  - VIII. More than 75% of the traffic is through traffic.
- 18. City of Scottsdale – with Working Committee, if previously desired by resident(s) – evaluates traffic data, neighborhood characteristics, residents’ desires, and Police and Fire Departments’ requirements.
- 19. City of Scottsdale – with Working Committee, if previously desired by resident(s) – develops potential and conceptual traffic calming options.
- 20. City of Scottsdale notifies notification area.
- 21. City of Scottsdale posts meeting notification signs.
- 22. City of Scottsdale facilitates Neighborhood Meeting
  - A. City of Scottsdale summarizes traffic data and previous discussions.
  - B. City of Scottsdale discusses other considerations including pedestrian and bicycle travel.
  - C. City of Scottsdale explains possible and proposed traffic calming devices and reasons for their acceptability or unacceptability for street (s) of concern.
  - D. City of Scottsdale facilitates discussion and decisions.



23. City of Scottsdale completes design, and based on previous meeting(s) either:
  - A. Schedules and facilitates Neighborhood Meeting for review, then revises and implements design.

OR

- B. Implements design.
24. City of Scottsdale determines necessity and extent of additional traffic data collection.
25. City of Scottsdale accomplishes additional data collection and analyses, and determines appropriate response.



# PROPOSED DRAFT CITY OF SCOTTSDALE NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM INITIAL QUESTIONNAIRE

NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
TELEPHONE NUMBER: \_\_\_\_\_  
TELEPHONE NUMBER: \_\_\_\_\_  
DATE: \_\_\_\_\_

STREET OF CONCERN: \_\_\_\_\_  
BETWEEN STREETS: \_\_\_\_\_

STREET OF CONCERN: \_\_\_\_\_  
BETWEEN STREETS: \_\_\_\_\_

STREET OF CONCERN: \_\_\_\_\_  
BETWEEN STREETS: \_\_\_\_\_

CONCERNS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

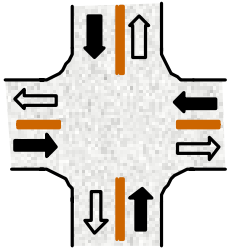
## OTHER INDIVIDUALS WHO SHARE CONCERN:

NAME: _____	NAME: _____
ADDRESS: _____	ADDRESS: _____
PHONE: _____	PHONE: _____

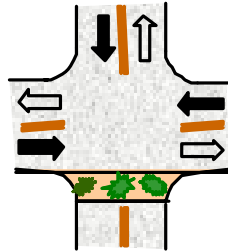
NAME: _____	NAME: _____
ADDRESS: _____	ADDRESS: _____
PHONE: _____	PHONE: _____



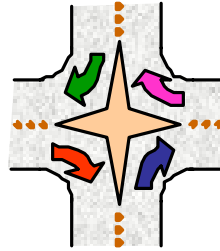
# **PROPOSED DRAFT CITY OF SCOTTSDALE NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM EXAMPLE TRAFFIC CALMING DEVICES**



TYPICAL INTERSECTION



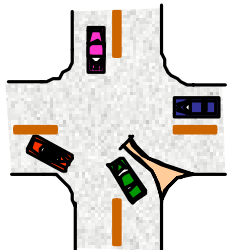
FULL CLOSURE



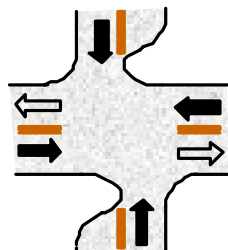
STAR DIVER TER



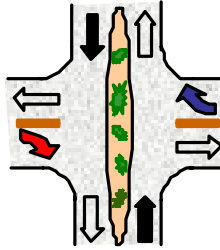
DIAGONAL DIVER TER



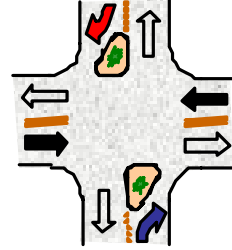
PARTIAL DIVER TER



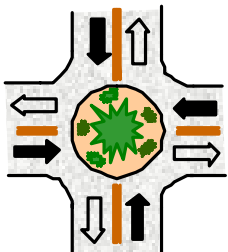
SEMI-DIVER TER



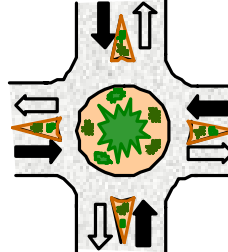
MEDIA N BARRI ER



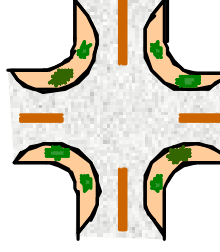
FORC ED TURN I SLANDS



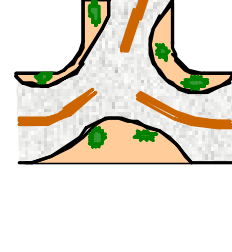
TRAFFIC CIRCLE



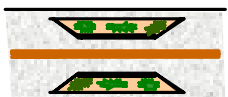
ROUNDAB OUT



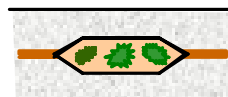
INTERSEC TION  
NARR OWING



RE-ALIGNED  
INTERSEC TION



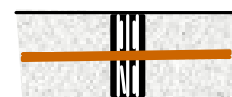
SIDE ISLANDS



CENTER ISLAND



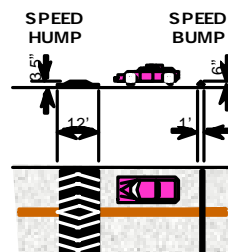
CHICANE



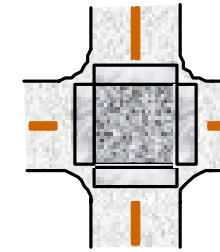
RUMBLE STRIPS



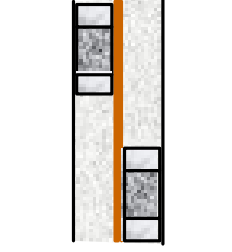
BUTTONS



SPEED HUMP



RAISED INTERSEC TION



SPLIT SPEED TABLES

12 JULY 2006



# **PROPOSED DRAFT CITY OF SCOTTSDALE NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM TRAFFIC CALMING INFORMATION**

## **ADVANTAGES OF TRAFFIC CALMING**

Typically, traffic calming:

- Substantially reduces the number of vehicles traveling more than 35 miles-per-hour.
- Noticeably reduces the number of vehicles traveling more than 30 miles-per-hour.
- Can noticeably reduce the number of vehicles traveling on a street.
- Is present 24 hours-per-day, and 365 days-per-year.

Traffic calming may:

- Enhance neighborhood beauty.
- Enhance neighborhood appeal.
- Improve pedestrian travel.
- Improve bicycle travel.
- Increase driver awareness of adjacent residential neighborhood.
- Improve driver, bicyclists, and pedestrian visibility.
- Decrease vehicle noise.

## **DISADVANTAGES OF TRAFFIC CALMING**

Traffic calming does not:

- Eliminate all speeding.
- Prevent all collisions.

Traffic calming may:

- Delay emergency vehicle response.
- Increase vehicle noise.
- Create ponding of rainwater.
- Result in debris accumulation.
- Detract from neighborhood beauty.
- Require removal of on-street parking.
- May restrict driveway access.
- May eliminate some turning movements.

Traffic calming will:

- Affect immediately adjacent residents every time they drive to or from their home.





**PROPOSED DRAFT  
CITY OF SCOTTSDALE  
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM  
INITIAL PETITION**

We have read the City of Scottsdale Neighborhood Traffic Management Program, and request the installation of traffic calming devices in our neighborhood.

<u>PRINTED NAME</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>DATE</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

PETITION CIRCULATOR:	_____	ADDRESS:	_____
----------------------	-------	----------	-------



**PROPOSED DRAFT  
CITY OF SCOTTSDALE  
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM  
ALTERNATIVE INITIAL PETITION**

We have read the City of Scottsdale Neighborhood Traffic Management Program, and have the indicated opinion of traffic calming in our neighborhood.

<u>PRINTED NAME</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>DATE</u>	<u>TRAFFIC CALMING?</u>		
				<u>YES</u>	<u>NO</u>	<u>NO OPINION</u>
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

PETITION CIRCULATOR: \_\_\_\_\_ ADDRESS: \_\_\_\_\_

12 JULY 2006